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To whom it may concern:

BY: Early Sept, 2007

I am commenting on the High Speed Rail project. Generally speaking, I think it's an excellent idea but I question that the timing is right for a full carrying out of a complete statewide High Speed Rail project. I would like a statewide High Speed Rail system. I would also like a million dollars and world peace. BFD.

I011-1

First, there doesn't seem to be a consensus about the proper route as well as the technology for a good, cost-effective means of making the system a reality. Examples: On many of your publications it shows the route in the San Joaquin Valley as following the Sante Fe railroad line. Is there a problem of the route following Hwy 99? The publications also show the route going over Tehachapi Pass instead of going over Tejon Pass? And Meg-Lev doesn't seem to have become evolved enough to build the system that way, whereas the traditional rail system doesn't seem to make sense on the long term. Many of the supporters of this project use France or Japan as examples. California isn't France or Japan and the situations here doesn't seem to be similar there. I'll just say, "wake up and smell the coffee".

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What I do think makes sense, with the realities of the present in mind, is build a High Speed Rail line from downtown SF (stub under Beale St near Market that will connect to BART at the Embarcadero Station as well as the Transbay Terminal, stop and connect to the airport and BART at Millbrae, cross the Bay at Dumbarton (if this is possible), go through Niles Cyn, follow Hwy 84 to the Livermore rail corridor, up through Altamont Pass, follow the freeway median to Tracy, then ending where I-5 and Hwy 120 meet in Lathrop (I favor the Altamont Pass route). Even this might not be acceptable. Another option for Northern California is to go ahead with just the downtown SF to Redwood City or Millbrae section and the Sacramento to Stockton section via I-5.

I-011-5

To make the Southern California voters happy, include looping the train tracks to go directly south from Union Station in LA (a similar S but going in a different direction than the Gold Line extension that was just built). If you need to make a bigger pitch to the Southern California voters, build a High Speed Rail line from where I-5 and Hwy 14 meet around Santa Clarita to Fullerton, the part of the route that seems to be agreed on.

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Later, in time, these parts of the route can be upgraded to Meg-Lev when that technology is ready for use in this project.

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There will be some that disagree with whatever you decide and I can only say "get use to it" but you probably are already. I hope my input has

been helpful to you and good luck on this project.

Sincerely, Name Withheld Upon Request